

## **JIBONDINGA**

### **JIBONDINGA: An Incentivization Scheme for Improvement of Inland Water Country Boat Services in Assam**

#### **1. INTRODUCTION**

In many countries around the world, water transport provides affordable country boat services to otherwise isolate locations/ communities, and also links them to centers of work, education, healthcare, trade/ commerce, etc. It acts as a lifeline for the communities that are not linked by other modes of transport such as road and rail. The use of country boats provides a flexibility and independence to such communities and livelihood to the operators/ owners of country boats.

Assam, being a riverine State, is not an exception. For a considerable size of population, the semi-mechanised boats<sup>1</sup> meet their daily mobility needs. These semi-mechanised boats are mainly operated by private individuals or associations, as criss-cross ferry services. These boats do not follow any safety standards and are, sometimes, manned by untrained personnel, posing safety concerns to the passengers and as well as to other boats.

The Government of Assam has contemplated a plan for improvement in safety standards and operating conditions of the country boat ferry services in Assam by launching a voluntary incentive scheme (here after referred as “the Scheme”) named ‘JIBONDINGA’<sup>2</sup>, aimed towards regularization and safe operations of country boats in Assam.

#### **2. THE PROPOSED INCENTIVISATION SCHEME (JIBONDINGA) FOR ASSAM**

Based on the international and national best practices and current practices being followed in the State for country boat operations the need is felt for making the country boat operations safe by way of converting or replacing the present semi-mechanized boats to mechanized boats fitted with marine engine and reversible gear box. This would necessitate standardizing the boat sizes by duly considering the localized requirements across the regions along the rivers in Assam; setting out design standards; creating capacity for building and repairing such country boats while integrating the present small boat builders; converting/ replacing the present country boats to meet the design standards and fitting them with marine engines and reversible gear box; and registering/re-registering these as mechanized country boats.

The above process shall have to be done with the combined efforts of the Government, present country boat owners/operators, and other stakeholders. The main target group will be the country boat operators/ owners, who will have to be attracted to participate in the above said process through offering them incentives to partially cover/ compensate the financial burden that they will have to incur by opting for the Scheme.

##### **2.1 THE SCHEME**

The proposed incentivisation scheme (Jibondinga) is for the present country boat owners registered with DIWTA or for that matter for any person willing to take up country boat operations (herein after referred to as country boat operators/ owners) as per the standard boat design fitted with marine engine, reversible gear box, and other necessary equipment (herein after referred as mechanised country boats).

The country boat operators/owners opting for the Scheme will be provided incentive only one time. In other words, no beneficiary will be given the incentives more than once.

The country boat building facilities shall be adequately upgraded/ provided to cater to building of the boats as well as their maintenance. The boat builders shall be trained in boat building as per the standards and design to be set by DIWTA.

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<sup>1</sup> “Semi-mechanised boats” are the boats that are fitted with non-marine engines (for example engines of motor vehicles, agriculture pumps, etc.) and do not have reversible gear box

<sup>2</sup>“Jibondinga” connotes a country boat which provides livelihood to a boatman

## 2.2 OBJECTIVE OF THE SCHEME

The primary objective of the scheme is to provide financial incentives (including, training, technical assistance and insurance) to country boat operators in order to enable them to provide safe, secure and sustainable ferry services in inland waterways by replacement or conversion of the existing in-use semi-mechanized country boats like “BHUTBHUTI” in the state with different sizes of mechanized wooden country boats, as per approved design and specifications certified by Nodal Agency.

In addition to the financial incentives, the mechanized boats are to be so designed that the operators find it attractive and beneficial, and volunteer to get themselves registered with RA and take advantage of the scheme.

The JIBONDINGA Scheme includes the following.

- a. Technical survey of the country boats opting for the Scheme
- b. Mandatory for country boat operators/ owners to register with DIWTA before opting for the Scheme
- c. Training country boat operators/ owners as per the provision of Inland Vessels Act, 1917, and development of skill-set and competence through capacity building
- d. ***Establishing Standard Operating Procedures (SOPs) at Ghats/terminals and engaging qualified personnel to be named ‘JALASARATHI’, to keep vigil on compliance of safety norms and procedures.***
- e. Gender empowerment by providing training and employment opportunities to budding women entrepreneurs
- f. Generation of direct and indirect employment through encouraging small country boat builders for building new boats as per prescribed design standards
- g. Establishing regulatory mechanism to ensure compliance by country boat operators

## 3. IMPLEMENTATION OF THE “SCHEME”

The “Scheme” shall be implemented as a State Government Sponsored Scheme. The Transport Department, Government of Assam shall act as the Nodal Department for the Scheme and AIWTD Society or Directorate of Inland Water Transport Assam (DIWTA) shall be the State Level Nodal Agency/Scheme Implementation Authority (SIA) for implementation of the Scheme.

## 4. PREPARATORY WORK FOR IMPLEMENTING INCENTIVISATION SCHEME

The preparatory work to be done before implementing the Scheme is described in the following sections.

### 4.1 REGISTRATION OF COUNTRY BOATS

#### 4.1.1 Simplifying Registration Process

The semi-mechanised country boats are being registered by DIWTA. A country boat operator is required to register his boat annually. As per The Inland Vessel Act, 1917 the applications for registration of inland vessels are required to be made to a registration authority within the local limits of whose jurisdiction the owner of the inland vessel ordinarily resides or carries on his business.

***However, a new statutory Inland Waterways Transport Regulatory Authority (RA), legislation for which was passed by the Legislative Assembly in September 2018 in Assam, the registration process and renewal thereof will be redefined to make it convenient for boat owners.***

Renewal of boat registration should be permitted to the vessels that are found fit to operate and are complying with all safety standards and requirements.

**Decentralisation of Registration System:** At present the applicants from all over the state are required to come to the headquarters of DIWTA at Guwahati. It acts as a deterrent to the boat owners and needs to be decentralized to facilitate and induce country boat operators to get their boat registered. RA to organize Registration Camp in the locations suiting the boat operators to smoothen boat registration process.

**On-line Registration:** RA may make the registration process on-line by linking all its sub-divisional offices with electronic network. It should be supported by adequate boat survey provisions (including surveyors) at the sub-divisional offices. This will cut down the lengthy time-consuming process and would give immense relief to the boat owners. The database of registered boats should be maintained in analyzable formats to ensure proper tracking of due dates for renewal of registration. **SMS alert may also be introduced to remind the operators/owners of the date of renewal of registration.**

**Identification of country boat:** A unique Identification Number (UIN) would be engraved on the hull and engine of the boats included in the Scheme. This will restrict any scope for boat owners intending to misuse the Scheme.

## 5. BOATS FOR THE SCHEME

The scheme shall be applicable to all private owners of country boats like 'BHUTBHUTI' operating or intent to operate in the state for ferrying passengers and goods under DIWTA's norms having registration and under Inland Vessels Act, 1917 (as amended in 2007). It will also include individual entrepreneur as well as women self-help group, who want to be self-employed as service providers in IWT sector of Assam.

The details of boats and the applicable treatment/improvement under the scheme are elaborated in Table 1.

**Table 1: Boats for the Scheme**

<b>Fitting of Type/Unit Approved marine engine, reversible Gear Box and Propulsion System</b>	<ul style="list-style-type: none"> <li>a. Replacing the existing engines by a Type/Unit approved marine engine, reversible gear box and propulsion system in the existing registered boats that are – (a) in the age group one year (or less than one year) to 5 year and (b) in the age group of 5 to 10 years, that are in good fettle.</li> <li>b. All the boats in this category shall be retrofitted as per the direction/method prescribed (by surveyor/survey agency such as IRS) after conducting survey of the boats, taking into account all the safety aspects</li> </ul>
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Beneficiaries of the scheme should ply boats for a minimum of 3 years from getting the benefit of the scheme. Nodal Agency/SIA shall verify the same every year from the date a beneficiary starts getting benefit from the Scheme.

## 6. ELIGIBLE APPLICANTS FOR BENEFITS UNDER THE SCHEME

The present and prospective country boat operators/ owners as elaborated in

Table 2 will be eligible for participating in the Scheme.

**Table 2: Conditions for Eligible Applicants**

Sl. No.	Eligible Applicants	Conditions for Participating in the Scheme <sup>3</sup>
1	Private country boat (carrying passenger / passenger-goods/ motor vehicles) owners having their boats registered with DIWT, Assam	<ul style="list-style-type: none"> <li>a. Any existing country boat owner engaged in carrying passenger / passenger-goods/ motor vehicle and having his/her boat duly registered with DIWT, Assam shall be eligible to participate in the Scheme<sup>4</sup>.</li> </ul>
2	Private boat (carrying passenger /passenger-goods/motor vehicles) owners providing ferry services with unregistered boats in Assam	<ul style="list-style-type: none"> <li>a. Unregistered boat owners carrying passenger / passenger-cargo/ motor vehicle shall be eligible for the Scheme after registration of their boats. DIWT, Assam will help in easing the registration process by organising registration camps at different locations</li> </ul>

<sup>3</sup> Training will be mandatory for the operators included in the scheme

<sup>4</sup> Boat owners choosing not to participate in the scheme will have to obtain fitness certificate and get vehicle registered by themselves, failing which they will not be allowed to operate.

Sl. No.	Eligible Applicants	Conditions for Participating in the Scheme <sup>3</sup>
		<p>convenient for the boat operators/ owners.</p> <p>b. The registration and inspection fees shall be waived off during the scheme period. Post this period administrative fees need to be paid for inspection and registration of boats. Registration shall be made mandatory, and the same shall be communicated to the boat owners/ operators. In course of time if any boat is found to be unregistered, penalty will be enforced on it as per 'The Inland Vessels Act, 1917'.</p>

**Note:** Persons intending to enter into ferry business, women self-help group and women entrepreneurs would also be eligible for the scheme.

## 7. INCENTIVE PLAN FOR BOAT OWNERS/ OPERATORS

The incentive proposed to be given to boat owners/ operators has two components:

### 7.1 PRIMARY INCENTIVE

Several stakeholder consultations were carried out with the boat owners of various Ghats of Assam to understand their willingness/un-willingness to change the engines, replace boats which have outlived their active lives, procure necessary safety gears, etc. The boat owners agreed to retrofit, replace their boats to make the boat operations safer if GoA extends financial support. The consultation with the stakeholders, analysis of business/revenue potentiality, various economic aspects and after due deliberations, it has been concluded that an incentive of 70% of the total cost would be helpful for them to convert their existing unsafe boats to a safer boat.

Each of the boat owners shall be given 70% incentive available make/model for each categories of Engine Capacity and owners will be free to choose any empanelled make/model.

For "woman Boat owner" and "Boat owned by Woman Self-help Group (SHG)", an additional incentive of 5% & 10% respectively will be given calculated based on the lowest available make/model for each categories of Engine Capacity.

### 7.2 ADDITIONAL INCENTIVE

These incentives are in addition to the Primary Incentive for making the Scheme more attractive and the boat operations safe. The additional incentive will be for meeting the insurance cost of passenger and the boats for initial 3 years, 2 years extended warranty on Marine Engine over and above the normal 1 year manufacturer's warranty and also providing each of the boat owners the required number of safety gears and GPS.

#### 7.2.1 Insurance Schemes

Insurance for all the vessels will be mandatory. The Government shall reimburse/pay the insurance premium for a period of 3 years (coinciding with the 3 mandatory years of operation by a beneficiary) from the day of registration of the mechanised boats by country boat operators/ owners, for the following categories:

- a. **Passenger and Cargo Insurance:** The number of passengers being carried should not be more than the defined capacity limits, with and without cargo (mix of passengers and cargo). The insurance shall cover only the defined capacity limits for passengers, cargo or a mix of both.
- b. **Hull & Machinery Insurance:** The government shall bear the insurance premium expenses for the boats with respect to damage /loss of boat hull and engine for the boats operating within the defined capacity for carrying goods, passengers, or/and a mix of both.

#### 7.2.2 Safety Gears and GPS

The safety gears will be mandatory to be put in place in all the boats. The government shall provide safety gears like life jackets, lifebuoys, and firefighting equipment and GPS, to be equipped in all the boats included

in the Scheme. The safety gears (life buoy, life jackets and firefighting equipment shall be adequately tagged by printing in each of these the UIN of the boat included in the incentive scheme.

The unit cost and number of safety gears would be as follows.

- a. Life Buoy (SOLAS Standard)
- b. Life Jacket (SOLAS Standard),
- c. Fire fighting equipment, dry chemical type (3.2 kg), 2 Nos.,
- d. GPS installed in engine.

### **7.3 COVERAGE OF UN-REGISTERED BOATS**

It is expected that after launch of the scheme, owners of un-registered boats will come forward and get their boats registered to avail the benefits of the Scheme. Boats getting registered within one year of launching of the scheme shall be eligible. The Government will consider to incentivize these boats in the second phase of the scheme. In the first phase only the existing registered boats will be covered.

The newly registered boats will be categorized using the same criteria adopted for registered boats as provided in Table 1.

## **8. SAFETY AND SECURITY COMPLIANCE**

### **8.1 STANDARD OPERATING PROCEDURE – FERRY TERMINALS**

Standard Operating Procedures (SOPs) shall be established for compliance in ferry terminals to ensure **convenience, safety and security** of passengers.

Some of the procedures to be formulated will be related to:

- a. Display of the details of the timings of the ferries, fare-chart.
- b. Issue of tickets manually, digitally or through Apps developed for the same according to the passenger carrying-capacity of boats& frequency of the boats to prevent over-loading. The officials at terminal and crew of the boat should ensure before the journey that the boat is not overloaded.
- c. Display system for passenger carrying capacity of boats and other features at embarkation point
- d. Installation of public address system for announcements of necessary information
- e. Detect vessels operating without having/displaying proper Certificate of Competency of driver/operator and other crew members, issued by the statutory authority, other essential documents etc.
- f. Regular inspection and checks to be undertaken by the authority concerned to ensure the compliance of guidelines of the SOP.
- g. Safety equipment needed to be made available in the boats.
- h. Sensitising passengers on safety issues, emergency procedures and cleanliness aspects
- i. Preparing safety awareness materials including safety booklets, brochures, posters, film and video production on all aspect of country boat safety

### **8.2 JALSARATHIS & VOLUNTEERS**

- a. The Nodal Agency shall deploy and extensively train its staff (**Jalsarathis**) or **volunteers from local communities** in the villages at each Terminal/Ghat for the implementation of the Scheme/SOPs.
- b. The personnel/staff will report any incident or non-compliance of Scheme/SOP related to safety of passengers or use of any boat not compliant to safety standards.
- c. The members from local communities may also be trained and deployed to act as search & rescue team personnel, if required.

- d. The number of members to be deployed in the monitoring body will be determined on the basis of daily passengers in each ghat/terminal

### **8.3 NON – COMPLIANCE OF THE SCHEME BY THE BENEFICIARY**

*Any non-compliance of Scheme / SOP's by any boat owner/operator compromising the safety of passengers shall lead to suspension of operations, all incentives & insurance premium benefits and all other applicable incentives for the duration of suspension. The proposed Regulatory Authority shall define fines/penalties, depending on the severity of offence.*

## **9. TECHNOLOGICAL AUGMENTATION**

- a. The Nodal Agency shall install GPS tracking devices in all the boats to track ferry movement and making it mandatory.
- b. A Centralized Command Centre and its sub-divisions at busy locations shall also be established by the Nodal Agency to oversee and control the ferry operations. The centre will direct people, resources, and information, and control events to avert a crisis/emergency and minimize/avoid impacts should an incident occur.

## **10. CAPACITY BUILDING & TRAINING PROGRAMME**

The Nodal Agency (DIWTA) shall provide training to Jalasarathis/volunteers, country boat operators/ owners, boat builders, intending new boat owners, crew, etc. at its training facilities (CTC) in Guwahati and other government facilities. The boarding and lodging facilities shall be provided by the Nodal Agency free of cost or by charging a nominal amount, to be decided by the Nodal Agency.

DIWTA shall also provide incentives to the existing boat operators/owners to attract them to undergo training and also to compensate for monetary losses incurred during training period due to absence from work. Also the crew shall be paid stipend for the period during which they are undergoing training.

All persons that are trained under the Training Programme conducted by DIWTA will have to operate or provide services for at least 3 years in their respective areas. The proof of the same will have to be submitted to DIWTA, and also the valid reason for being not able to do so (if any) will also be submitted.

### **10.1 TRAINING OF EXISTING BOAT OPERATORS**

The Nodal Agency shall develop a 2 weeks training module for the existing boat owners/operators to build the expertise of the operators, imparting knowledge on safety, SOP, regulation and efficient operations. Post this training, a Certificate of Competence (CoC) shall be issued to the boat operators/owners. This Certificate of competence shall be mandatory for the operator to carry out ferry operations. The participants shall be provided a training allowance/stipend for 2 weeks. Operating boats by any person not holding CoC shall render the boat owner/operator ineligible for all the benefits and shall result in confiscating his/her boat by the Nodal Agency.

### **10.2 TRAINING OF NEW BOAT OWNERS**

The Nodal Agency shall impart 2 weeks of theoretical and practical training to all New Boat Owners (persons not owning any boat but are willing to avail the benefit by intending to buy new boats) on the operation of the boats, its repair and maintenance, SOP, safety and security of the boat as well as the passengers, requisite first-aid, communication skills, etc.

On successful completion of the training, CoC shall be issued to the new boat owners by the Nodal Agency. This CoC shall be mandatory for the new boat owners to apply for incentive scheme and carry out ferry services. After receiving CoC, the new boat owner will apply and obtain license or shall appoint a licensed boat operator for operating his/ her new boat.

### 10.3 TRAINING OF JALSARATHIS / VOLUNTEERS

The Nodal Agency will train Jalsarathis/volunteers for 1 week on various aspects of SOP and reporting mechanism. On successful completion of the training they will be issued certificates that will make them eligible to work as Jalsarathis/volunteers.

### 10.4 TRAINING IN BOAT DESIGN AND BUILDING

The country boat builders are generally small-scale builders in un-organized sector. They would need training / capacity building in building boats according to the design standards. Nodal Agency will train through hiring resource experts having subject knowledge for providing theoretical as well as practical expertise at the DIWTA Workshop at Guwahati. The training period shall be of 1-month duration. On successful completion of the training boat builders will be issued certificates that will make them eligible to register with Nodal Agency as boat builders and carry out boat building works.

### 10.5 TRAINING OF CREW

Training of crew/staff employed with the owner/ operator is very essential for the successful and safe operation of country boats throughout the river stretches in Assam. There is an urgent need to train the crew in various aspects of boat operations, safety aspects, handling emergency situation, use of safety devices and communication equipment, night navigation, etc.

### 10.6 STAKEHOLDERS MEETING

Stakeholders meeting shall be organized prior to implementation of the Scheme with an objective to create and spread awareness amongst the boat owners & operators, boat manufacturing groups, DIWTA officials engaged in the terminals/boats/divisions of HQ, Dy. Commissioners & staff concerned, village committees relating to river transport & volunteer groups, self-help groups especially women groups, banks, insurance companies, safety equipment suppliers and concerned public organizations/bodies. The purpose of the meeting is to bring all the stakeholders to a common platform and discuss their inputs towards the Scheme.

## 11. PROCEDURE FOR FUNDING, SANCTION AND DISBURSEMENT OF INCENTIVE

- a. The Hard copy of the Application Form along with all related annexure will be made available in all Divisional/Sub Divisional offices of SIA. Online Application portal will also be made live for online application submission.
- b. The applicants shall submit the duly completed application in the prescribed format as enclosed as **Annexure-I** along with the required documents to the SIA, at their Head Quarter in Guwahati or at Divisional/Sub Divisional offices of SIA. The applicants may complete application process online through the link provided in [www.aiwtdsociety.in](http://www.aiwtdsociety.in) and <https://iwtdirectorate.assam.gov.in>. List of empanelled Engines, reversible gear box, propulsion system along with detailed specification and prices are provided in **Annexure-II**, applicant has to choose engine make/model as per choice and preferences, however, capacity(HP) of the required engine shall be recommended by IRS.
- c. SIA shall submit a copy of Application to Indian Register of Shipping (IRS) to inspect/survey the worthiness of the boat to determine the suitability of retrofitting of engine. **Annexure-III**, contains the inspect/survey procedure method to be undertaken by IRS. IRS may recommend boat owner for slight modification to make the boat worth retrofitting which boat owner may comply at its own cost to become eligible under the scheme. SIA shall submit IRS certificate/consent for retrofitting along the applications to the Core Committee for discussion and consideration.
- d. Core Committee will deliberate upon each application and after careful examination of all the aspects will either recommend or reject the application with reasons for cancellation, to be recorded in writing.

- e. **Based on the survey/inspect report of IRS and decision of Core Committee, the concerned boat owners qualified for the scheme shall be advised to deposit Commitment Deposit of Rs.25000 (Rupees Twenty Five thousand only) in any of the following instrument :**

- i) Fix Deposit pledge in the name of "Assam Inland Water Transport Development Society"
- ii) Demand Draft/Banker's Cheque

For the benefit of the boat owners bank loan facility can be availed for financing the 30% of the total cost, being the boat owner contribution. Boat owners may refer to **Annexure-IV** for details on the available Bank Loan Scheme. Boat owner who opts for bank loan, has to furnish commitment Deposit of Rs.25000 in the form of **Fixed Deposit pledge** in the name of "Assam Inland Water Transport Development Society" which will be returned once Bank disburses the Boat Owner's contribution.

Boat owner, who does not opt for bank loan, has to furnish commitment Deposit of Rs.25000 in the form of Demand Draft/Banker's Cheque which will be adjusted with the final share of boat owner's contribution (30% of the total cost).

- f. The boat owner, at this stage shall be asked to sign an agreement with the SIA to put in the retrofitted boat for public service for a minimum period of three years from the date of successful trial and issue of fresh Registration Certificate whichever is later.
- g. Upon arrival of engine, reversible gear box, propulsion system at destination, boat owners will be asked to deposit their final part of the contribution towards 30% of the total cost. The same may be done as follows :
  - i) Boat owner who opts for bank loan, has to submit/upload the loan disbursement letter from Bank.
  - ii) Boat owner who does not opt for bank loan, has to furnish Demand Draft/Banker's Cheque for the amount equal to 30% of the total cost -(minus) Rs.25000 which has been deposited as commitment Deposit.

Boat owner who opts for bank loan, the commitment Deposit that submitted in the form of Fix Deposit pledge in the name of "Assam Inland Water Transport Development Society" will be released within 30 days.

- h. Upon receipt of confirmation of the deposit of boat owner's contribution, the engine manufacturer/supplier as the case may be shall be requested to fit engine, reversible gear box and propulsion system in the boats
- i. Upon successful completion of trials of the retrofitted boats, the boat owners shall be supplied with the safety gears, firefighting equipment, insurance documents etc. in their respective district headquarters/sub-divisions by SIA.
- j. A fresh Registration Certificate shall be issued with full details of the machinery and safety equipment, etc. along with a Certificate of Fitness specifying maximum allowable passenger limit issued by IRS.

## 12. END-USE MONITORING

Nodal Agency/Consulting/ External Agency hired by the Government will be responsible for monitoring whether the incentives are used for the intended purpose and the boat owners are using the boats, marine engines, safety equipment, etc. after availing the Scheme. After the completion of the tenure of the consulting firm, if any, their functions will be carried out by the Nodal Agency.

The boat owners shall provide the information/ report to the government regarding the use of new boat / marine engine and safety gears by him/ her, on quarterly basis, for at least 3 years from availing the incentives, failing which the government can take necessary legal action as per the contract/ agreement made with the boat owner. For money/ loan paid by banks (if any), the contract/ agreement may cover mortgage/ pledge/ hypothecation of the assets of the boat owner up to the amount of loan given by the concerned bank.

The Registration Certificate (RC) issued to the boat owners should clearly mention the "Unique Identification Number" of the boat, whether "hypothecated" and whether "Under Government of Assam Incentive



Scheme”. For transferring/ selling of these boats, it will be mandatory for boat owners to take “No Objection Certificate” from the Government and the concerned bank. This will be mentioned in the RC of the boats availing the incentive scheme.

All the boat owners will be provided with Identification Card (ID) with their photo, the Unique Identification Number of their boats, and other important particulars.

The Nodal Agency shall be surveying all the boats as part of their routine practice to give annual boat-fitness certificate to boat owners. It is proposed that during these boat-surveys it will also be checked by the surveyor that the boats under the scheme show their registration certificate, physically check if the boats have all the components (with engraved Unique Identity Number) that was provided under the Incentive Scheme.

The Government will organize joint meeting of bank (s) and the boat owners every six months during the repayment period of the loan taken by the boat owners (in case boat owners opt for bank loan).

### 13. ADMINISTRATION OF THE INCENTIVE SCHEME

The administration of the Incentive Scheme will be done as proposed below:

1.	<b>Scheme Implementation Authority (SIA) for implementation of the Scheme</b>	The “Scheme” shall be implemented as a State Government Sponsored Scheme. The Transport Department, Government of Assam shall act as the Nodal Department for the Scheme and Directorate of Inland Water Transport Assam (DIWTA) shall be the Scheme Implementation Authority (SIA) for implementation of the Scheme
2.	<b>Formation of Core Committee</b>	<ul style="list-style-type: none"> <li>a. A Core Committee (CC) for implementing the incentive scheme.</li> <li>b. CC shall be headed by State Project Director, AIWTDS.</li> <li>c. It shall be located in the present DIWTA Head Office at Guwahati.</li> </ul>
3.	<b>Engaging of Consulting/ External Agency</b>	<ul style="list-style-type: none"> <li>a. CC may engage the services of consulting / external agency (Agency) for assisting in day-to-day works and perform other tasks as assigned by the Core Committee.</li> </ul>
4.	<b>Engaging of Classification Agency</b>	<p>CC shall engage a Classification Agency (CA) to undertake:</p> <ul style="list-style-type: none"> <li>a. Survey/ inspection/ improvement of existing country boats for replacing the existing engines with marine engine coupled with reversible gear-box and propelling unit</li> <li>b. Inspection of boats during construction</li> <li>c. Issuance of Fitness certificate</li> <li>d. Any other work assigned by CC</li> </ul>
5.	<b>Tie-up with Banks</b>	<ul style="list-style-type: none"> <li>a. CC shall endeavor that the public sector banks would be willing to finance the boat- owners with Government as guarantor</li> <li>b. CC shall endeavor the banks’ confidence building and getting finances for boat- builders at encouraging terms (interest rates and repayment period)</li> <li>c. Involving banks in financial and physical monitoring of incentive scheme</li> </ul>
6.	<b>Preparing necessary documents for agreement with boat owners/ boat builders/ marine engine suppliers/ banks, etc</b>	<ul style="list-style-type: none"> <li>a. Involving consultancy/ external agency in preparing the necessary documents</li> <li>b. Assistance from consultancy/ external agency in the process leading to getting the documents executed</li> </ul>
7.	<b>Retrofitting boats with Marine Engines</b>	<ul style="list-style-type: none"> <li>a. Involving own surveyors/ IRS for conducting survey of target boats to be retrofitted .</li> <li>b. Getting own surveyors/ IRS engaged in the retrofitting exercise</li> </ul>

8.	<b>Providing identity to boats under the Incentive Scheme</b>	<ul style="list-style-type: none"> <li>a. Registration of boats after retrofitting/ replacement</li> <li>b. Engraving 'Unique Identification number' on marine engine and on the boat- hull</li> <li>c. Installing GPS on each boat for tracing the boat from Monitoring Centre</li> <li>d. Giving Identity Cards to boat owners</li> </ul>
9.	<b>Annual Survey of each boat for fitness certification and physical identification of boat</b>	<ul style="list-style-type: none"> <li>a. During the annual survey, the surveyor would be required to ask the boat owners who have availed the Scheme to show their registration certificate and verify its contents</li> <li>b. Surveyor would physically check the fitness- status of the boats, under the Scheme, and verify the engraved 'Unique Identity Number' on the boat/ vessel</li> </ul>